

Compilation of Centers Policies

Comprehensive Plan Update: Working Draft

Urban Design and Development (Chapter 5)

GOAL 5.C. Portland's system of centers

Portland is built on an interconnected system of centers and corridors anchored by the Central City. These places of focused activity and growth provide employment density and residential diversity that contribute to Portland's high standard of livability. They provide increased access to local services, amenities, transit, and major infrastructure investments that support complete, healthy, and equitable communities.

Policy 5.17 Role of centers. Enhance centers as places that serve as anchors to complete neighborhoods, providing concentrations of commercial and community services, housing, gathering places, and green spaces that allow Portlanders to meet their needs locally and live a healthy, active lifestyle.

5.17.a. Foster a range of centers across the city to enhance local, equitable access to services and expand housing opportunities.

5.17.b. Encourage the development of centers as compact and accessible places, where the street environment makes access by transit, walking, biking, and wheelchair safe and attractive.

5.17.c. Prioritize connecting centers to each other and to other key destinations by frequent and convenient transit and by quality pedestrian and bicycle networks.

Policy 5.18 Focused growth. Direct the majority of neighborhood growth and change to centers, Civic Corridors, and station communities, allowing the continuation of the residential scale and characteristics of Portland's neighborhoods in other areas.

Policy 5.19 Focused investments. Prioritize and encourage public and private investment in infrastructure, community amenities, and community and commercial services in centers. Use strategic investments in centers to shape growth, balancing that with needed investments in areas that are deficient in infrastructure and services.

Policy 5.20 Design of centers. Encourage the development of centers as compact, livable urban places that reflect the character and cultures of the communities of which they are a part.

5.20.a. Design the size of centers and station communities around a walkable distance, focusing services and high-density housing near the center's core to provide walkable access to services.

5.20.b. Encourage building scale sufficient to accommodate the growth and activities intended to be focused in centers.

5.20.c. Encourage a scale of development in centers and Civic Corridors that is responsive to street width, allowing taller buildings on wider streets to realize opportunities for achieving a human scale of street enclosure and solar access.

5.20.d. Protect and enhance defining places and features of centers, including landmarks, natural features, and historic resources, as key elements that will continue to contribute to their evolving urban environment.

5.20.e. Encourage new development to include design elements that contribute to the distinct identities of centers.

5.20.f. Encourage development in centers and Civic Corridors to include amenities that enhance and enliven the public realm, provide a pedestrian-oriented environment, and provide opportunities for people to sit, spend time, and gather.

5.20.g. Include arts and culture as essential components of centers throughout Portland.

Policy 5.21. Gathering places. Prioritize centers as locations for plazas and other gathering places to provide places for community activity and social connections.

5.21.a. Design civic spaces to include public art and to highlight the culture of neighborhoods and diverse communities.

5.21.b. Ensure that urban plazas are active places by encouraging community or commercial services to be adjacent to and relate their activities to urban plazas.

Policy 5.22 Typology of centers. Establish a range of types of centers of differing functions, level of activity, level of investment, and scale and intensity of development.

5.22.a. Prioritize growth and high-density housing in centers that have High-Capacity Transit access, are close to substantial amounts of jobs, and have sufficient land to support a broad range of commercial and community services.

5.22.b. Central City. Enhance the role of the Central City as the region's premier center, anchoring an interconnected system of centers. The Central City's concentrations of jobs, services, and civic and cultural institutions support the commercial and cultural life of the city and region. The following components (among others) support the key regional role of the Central City:

- Highest levels of transit access in the city.
- Concentration of employment, institutional, and civic components.
- Full range of commercial and community services.
- High-density housing and high-rise buildings.
- Public squares that serve as community gathering places and venues for important civic functions.

- Important role in accommodating regional growth.

5.22.c. Gateway Regional Center. Enhance Gateway as eastern Portland's largest center, serving the area and region as a hub of employment and community services. The following components (among others) support the regional role of the Gateway Regional Center:

- Role as a High-Capacity Transit hub.
- Major employment, institutional, and civic components.
- Full range of commercial and community services.
- High-density housing and mid- to high-rise buildings.
- Public squares that serve as community gathering places.
- Important role in accommodating growth.

5.22.d. Town Centers. Enhance Town Centers as places that serve a broad area of the city and have an important role in accommodating growth. Designate and enhance Town Centers to provide the following functions:

- Regional transit connections (light rail or other High-Capacity Transit).
- Significant employment and/or civic components.
- Full range of commercial and community services.
- High-density housing and mid-rise commercial and mixed-use buildings.
- Public squares that serve as community gathering places.
- Important role in accommodating growth, with capacity for at least 7,000 households (or equivalent mix of residents and workers) within a ½-mile radius of their core, providing for enough population to support a full-service neighborhood business district.

5.22.e. Neighborhood Centers. Enhance Neighborhood Centers as places that primarily serve adjacent neighborhoods and provide opportunities for additional housing choices. Designate and enhance Neighborhood Centers to provide the following functions:

- Transit connections (primarily frequent service bus).
- A broad range of commercial services and community services (but a smaller range than Town Centers).
- A mix of compact housing and low- to mid-rise commercial and mixed-used buildings.
- Small plazas or parks that serve as community gathering places.
- Moderate role in accommodating growth, with capacity for at least 3,500 households within a ½-mile radius of their core, providing for about half the population needed to support a full-service neighborhood business district.

Sustainable Design and Development

5.38.a. Encourage and promote energy efficiency and the use of solar and other renewable resources in individual building and at a district scale in centers.

5.45.a. Prioritize integrating natural elements and systems, including trees, green spaces, and vegetated stormwater management systems, into centers.

Housing (Chapter 2)

Policy 2.5 **Opportunity areas.** Strive to create housing in livable mixed-income neighborhoods throughout Portland that have the qualities important for economic prosperity and healthy living.

2.5.a Prioritize new affordable and accessible housing in areas that offer good access to active transportation, jobs, open spaces, high-quality schools, and various services and amenities.

2.5.b. Improve equitable access to active transportation, jobs, open spaces, high-quality schools, and various services and amenities in areas with an existing supply of affordable housing.

2.5.c. Prioritize new higher density housing, including units that are affordable and accessible for all Portlanders, in and around centers that offer good access to active transportation, jobs, open spaces, schools, and various services and amenities.

Policy 2.2 2.2.d. Ensure that areas in and around centers include a diversity of housing that can accommodate a broad range of households, including multi-generational households and families with children.

Policy 2.3 **Physically accessible housing.** Create a robust supply of affordable, accessible housing to meet the needs of the older adults and people with disabilities, especially in centers and other places where close proximity to services and transit makes it easier to live independently.

Policy 2.8 2.8.e. Encourage income diversity in and around centers by allowing a mix of housing types and tenures, maintaining long-term affordability, and mitigating the potential for displacement as growth occurs in centers.

2.8.f. Reduce the housing cost burden for all households by reducing the combined cost of housing, utilities, and/or transportation.

2.8.g. Expand the supply of affordable housing with a variety of types and sizes of housing that provides convenient multimodal transportation access to education and training opportunities, the Central City, industrial districts, and other employment areas to help meet the needs of various low-income households.

(See also Policy 2.7, Gentrification/displacement. Other Housing policies are also relevant to centers.)

Economic Development (Chapter 3)

Policy 3.59 Centers. Encourage concentrations of commercial services and employment opportunities in centers.

3.59.a. Strive for a broad range of neighborhood commercial services in Neighborhood Centers that help residents and others in the area meet daily needs and/or serve as neighborhood gathering places.

3.59.b. Prioritize grocery stores and local markets as essential elements of centers.

3.59.c. Enhance opportunities for services and activities in centers that are responsive to the needs of the populations and cultural groups of the surrounding area.

3.59.d. Require that ground-level building spaces in core areas of centers accommodate commercial or community services.

3.59.e. Encourage employment opportunities as a key function of centers, including connections between centers, institutions, and other major employers to reinforce their roles as vibrant centers of activity.

(See also policies for Neighborhood Business Districts)

Public Facilities and Services (Chapter 6)

Policy 6.7 Community services. Coordinate with the planning efforts of agencies providing public education; health services; community centers, library services, and justice services, as appropriate.

6.7.a. Encourage the placement of such services in centers.

Transportation (Chapter 7)

Policy 7.5 Green/active mode goals and VMT reduction. Increase the share of trips made using green and active transportation and reduce vehicle miles travelled per capita (VMT) to achieve targets set in the Climate Action Plan (2009) and Transportation System Plan (2006).

7.5.a. In Neighborhood Centers and 2040 Growth Concept areas, meet or exceed Metro's mode share and VMT targets for these areas.

Policy 7.8 Pedestrian transportation. Create conditions that make walking more attractive as the mode of choice for short trips of 1 mile or less and for accessing transit.

7.8.c. Increase opportunities for walking within and to centers, corridors, significant locations, and transit.

Policy 7.16 **Connectivity.** Support the development of an interconnected, multimodal transportation system to serve centers and significant locations. Promote a logical, direct, and connected street system through street spacing guidelines and district-specific street plans, found in the Transportation System Plan.

Policy 7.22 **Parking management.** Manage parking supply to achieve transportation policy objectives for neighborhood livability, safety, business district vitality, VMT reduction, and improved air quality.

7.22.a. New parking. Limit the development of new parking spaces to achieve land use, transportation, and environmental objectives.

7.22.b. Central City and other centers. Manage the supply, operations, and demand for parking, loading, and unloading in the public right-of-way.

7.22.c. Car share parking. Continue to coordinate with car sharing providers, and allow dedicated car share parking in the public right-of-way.

7.22.d. On-street neighborhood parking. Continue to coordinate with neighborhood stakeholders to consider and implement residential parking management programs, including the Area Parking Permit Program, where on-street parking is heavily used.

7.22.e. Off-street parking. Regulate off-street parking to promote compact and walkable urban form, encourage car-free households, and promote the vitality of commercial and employment areas. Encourage the shared use of parking and market pricing where demand exceeds supply.

7.22.f. Technology. Encourage the use of emerging communication technology, vehicle technology, and parking technology to develop new ways of managing and allocating parking supply and demand.

(Other Transportation policies are also relevant to centers.)